3:Smith J-3 (no date)1953 MM2 Hadhramaut MM2

together. Kathiri economy is almost wholly dependent on funds remitted to Seiyun and Terim from extensive Far East business holdings of great Kathiri families like the House of al-Kaf. Over a century ago, branches of these families emigrated to Singapore and Java in search of happier livelihoods than those provided in their own infertile homeland. Today, vast blocks of property in metropolitan Singapore and Jakarta are held by scions of these early Hadhrami entrepreneurs. Estimated revenue from such holdings has been put at $2,500,000 yearly.[9]

East Indian influences are by no means solely fiscal. Malay is virtually the court language at Seiyun and certainly the common tongue among the educated classes. The routine dress of a Kathiri gentleman is a high-collared tunic reminiscent of the Indian *sherwani* and worn over a sarong.

The most casual survey of this unlikely country would be incomplete without mention of that extraordinary old patriarch, Seyyed Sir Bubakr al-Kaf, K. B. E., present head of the al-Kaf family. If a whole country can be said to live under the shadow of one man's private charities, the Kathiri State is it, with Sir Bubakr the personification of the seignioral patron. Though in his seventies, he is still the dominating personality of the Hadhramaut and his millions the source of much of its prosperity. In 1937, he built the first motorable road from Shihr, on the Hadhramaut coast inland to Terim, a distance of a hundred miles, thus providing convenient egress over a route previously negotiable only by camel and requiring many days travel time. Today, Aden Airways Ltd., operates a regular plane service between Aden Colony and Hauta, in Kathiri territory. In addition, Sir Bubakr is responsible for much of the state's urban electrification, many of its medical services, schools and, yes, even cinemas. It is in large measure due to his efforts that the Kathiri State of Hadhramaut stands today on the threshold of the twentieth century.

[9] W. H. Ingrams, *Report on the Social, Economic and Political Conditions in the Hadhramaut*. London: Colonial Office, 1936.

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

Haswein, and Heila, entirely by the people themselves, and most of the seventeen landing-grounds in the country are now in frequent use by the Royal Air Force. It is interesting to note that many of these landing-grounds were built on the initiative of the local people, and all the new ones were voluntarily constructed by them at no expense to Government. The Sei'ar, the Badawin 'Awamir in the north and one or two others have asked for landing-grounds to be made so that they may be visited.

Hitherto communication with the Hadhramaut has been by irregular calls of ships at Mukalla and Shihr, but now there is a weekly commercial air service maintained by Arabian Airways from Aden to Mukalla and Seiyun. There was previously no postal service but now there is a post office at Mukalla and five postal agencies at the principal centres of Shihr, Tarim, Seiyun, Shibam and Du'an. There was no wireless communication, but now there is a commercial service with Mukalla and Government stations at Seiyun and Al 'Abr, and another in contemplation.

Remarkable as these improvements in communication are they do not yet fulfil all the needs of the country, for it is over 60,000 square miles in extent with a population of only about 300,000, of whom perhaps 50,000 dwell on the coastal area and 100,000 in the comparatively fertile wadi lands of the interior, while the rest are Badawin or scattered in more remote settlements where the soil allows the production of a modest living. This wide area, rather larger than England and Wales, has now been all seen, at any rate from the air, though of course not all has been visited on the ground and there are still wide and very desolate areas which have yet to be trodden.

The areas that offer most scope for development and on the development of which the prosperity of the whole country must depend are, of course, the coast and the Wadi Hadhramaut system itself. As in all tropical countries agriculture must be the basis of the modest natural wealth of the country, and the area that offers most scope is the Wadi Hadhramaut and its dependent wadis, principally that part of the wadi between Henin and Qa'udha on the west and As Som on the east, with the Wadis Du'an and Leisar, 'Amd, Bin 'Ali, Al 'Ain, Tarba, and 'Adim, running into it from the south. Generally speaking little cultivation is attempted in the wadis from the north.

The outlook of the coast, dominated by Mukalla and Shihr, is chiefly commercial and maritime. Those who do not depend on trade go down to the sea either in the dhows or as fishermen, though there is a certain amount of agriculture and the most important areas are Meifa and Ghail Ba Wazir. From the development point of view the Hadhramaut is fortunate in possessing a balanced population and one that has shown itself enterprising in the making of money abroad. It is the general belief of responsible local opinion that many of the 100,000 Hadhramis who live abroad will return, now that there is security and the prospect of finding a living in a country which, more than many peoples with the emigrating habit, they always regard as home. In a balanced population there are classes which fit into every phase of the cultural and economic structure of society, and the obvious basis of development will do nothing to upset the existing structure but simply give it extended scope. In areas inhabited only by tribesmen development must be difficult and slow, for there are many occupations

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

000 finished a stretch of three days by camel. Sayyid Abū Bakr
721 foresees, nevertheless, much bickering with the Bedouins in the
185 future and therefore is meditating upon the possibility of in-
509 augurating an air service between Terīm and esh-Shiḥr. Since he saw British military aeroplanes manoeuvring above Terīm and heard what a deep impression those unknown, gigantic birds made on the Bedouins, the conviction has grown within him that the aeroplane would be the conclusive way of bringing the Bedouins under discipline and keeping them there. An aeroplane cannot be opposed with dagger and gun, the wādīs are no hindrance to it, and there is no spot on the barren *djōls* where one can escape the searching eye of the airman. Sayyid Abū Bakr considers that a single demonstration, to show the terrible effects wrought by a bomb dropped from one such aeroplane, would suffice to make an end to the Bedouin warfare, which has been going on for centuries, and that this would be the first step on the way towards the real advancement of the country. We advise them — although they know the Dutch Fokker aeroplanes in Java and the kindred type, the Junkers, in the Yemen, — to consult the British authorities at Aden and to procure the same type of aeroplane as is used by them.

508 On the afternoons of the ensuing days motor drives were made in the neighbourhood of Terīm, to show us the ground considered suitable for an aerodrome. My expert companion chooses the site indicated on the ground-plan of Terīm, eastward of el-Ḥāwī, of which only a small part would need levelling; it is close to and connected with the town, and is not so near to the precipitous mountain-wall as the other terrains under review. At the request of Sayyid Abū Bakr, Von Wissmann draws a sketch map of the proposed landing ground with its surroundings, to show to the Governor of Aden when consulting him as to whether the R. A. F. would allow their machines to land on such a ground. Our energetic friend, Sayyid Ḥasan el-ʿAṭṭās of Ḥurēḍa, has worked with the Junkers commission in the Yemen and will, eventually, be

4:Religions-u-qno'date)1942 MLJ Yemen MLJ

H there are still slaves in the Hadhramaut but MM2
587 sweeper class, they are not untouchables. unlike the
The Arabian attitude toward the slave is not unkind: the slave has certain customary rights, and is better fed and clothed than many who are free.

Y These mountaineers hardly resemble the
142 Arab of popular imagination, nor do they wear headbands and flowing robes. The Yemenite Arabs are usually of slight stature, dark-skinned and beardless, though there are so many types that it is impossible to generalize.
000 They are a charming people, and civilized. Their condition would be much improved had they lasting peace and good government, though the complete opening-up of the country to outside influence and commerce would spell disaster for an economic system which has worked with success for two or three thousand
Y years. To an ever-increasing degree the Pro-
H tectorate and South Yemen have become
A economically dependent on the port of
167 Aden. Labour is drawn from the up-country
464 villages. The villager will go to Aden and
465 earn £1 : 10 : 6 a month at coolie work, live on 7s. 6d. out of that sum, and save the rest
A to return to his village. There he will remain until necessity drives him to earn more. A
162 large proportion of the inhabitants of Aden must be composed of these floating elements of population.

Internally the motor-lorry has made com-
H munications between the towns much easier;
494 the aeroplane, too, has made a difference
509 to the Protectorate and is a familiar sight in some places. It is now possible to control
178 areas with a handful of planes where formerly thousands of ground troops were necessary to penetrate.

Y
346

R. B. Seafood

The Turkish mosque in San'a, capital of the Yemen

P 72 (B)

S:Gt. Brit. . Colonial Office G-3 (1947) 1949 MM1 Aden
Hadhramaut MM21

date the Dathina Unit, and a portion of the Amiri force, attended a course of instruction in Headquarters. It was not possible to make a start in the training of Tribal Guards until the alteration referred to above had been finished in the camp, and it is hoped to continue these courses in the future.

Posts

Detachments of Government Guards were stationed in the following districts :

Dathina : Mudia, Am Quleita, Am Khudeira.
Abyan : Jaar, Al Husn, Ba Teis.
Subeihi : Tor al Baha, Am Farsha, Am Riga.
Dhala : Safra, Dhala and Jihaf.
Beihan : Nejd al Mezar, Beihan, Asylan.
Ahwar : Ahwar and Masana.

Apart from operations against Ami Haidara in February the Government Guards were not engaged in any military action throughout the year. On several occasions it became necessary to send reinforcements to districts to meet emergencies, the most notable being the despatch of a strong force to Abyan in the summer months to protect the Agricultural Department's scheme against sabotage by followers of the Lower Yafai Sultan.

Following the murder of the Political Officer, Northern Area, a detachment of Government Guards accompanied the force sent to investigate the case and later completed a march through southern Amiri territory.

No casualties were suffered during the year.

In the Eastern Aden Protectorate, security is primarily a responsibility of the states themselves, but it is still necessary to provide additional security forces. The Hadhrami Bedouin Legion under the control of the British Agent performed their security functions with credit.

PRISONS

There is no recognised Prisons Service in the Western Aden Protectorate. Chiefs of states have their own state prisons which are supervised by the political staff.

Chapter 10 : Communications

In the Western Aden Protectorate road communications remained difficult, although motor transport continued to operate to Taiz and Hodeidah.

In the Eastern Aden Protectorate in February British Overseas Airways Corporation closed the Karachi route which they had been using from Aden, via Riyan. This caused some dismay in Mukalla, where there is

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden Hadhramaut MM2

509 no regular steamer service, but the R.A.F. continued the carrying of mail and Government passengers, while in May Ethiopian Air Lines, an American company, received permission to run a fortnightly service, Aden-Riyan and return, which they continued to do throughout the year.

Chapter 11 : Geography and Climate

SITUATION AND AREA

131 The Aden Protectorate which can be more conveniently described administratively and geographically by dividing it into two areas, the Western and Eastern, has a total superficial area of about 112,000 square miles. It is bounded on the east by the western boundary of the Sultanate of Muscat and Oman, on the north and west by the Ruba' al Khali (or Empty Quarter) and the kingdom of the Yemen (whose southern boundary was temporarily stabilised by Article III of the Treaty of Sana'a of 11th February, 1934, by which His Majesty's Government and the Government of the Yemen agreed to maintain the *status quo* as on the date of the signature of the treaty), and on the south by the Gulf of Aden and the Indian Ocean. The Aden Protectorate seaboard starts at Husn Murad (opposite Perim) on the west, and runs for 740 miles eastwards to Ras Dhurbat Ali, where it meets the frontier of the Sultanate of Muscat and Oman.

CLIMATE

132 The maritime plains are damp and hot in the summer, and are subject
133 to sandstorms and high winds. In the winter (October to the end of March) it is cool and sometimes cold at night and much less damp.

In the mountains, which vary in height between 1,500 and 8,000 feet, it is drier and cooler during the day and night; at above 4,500 feet it can be very cold.

In the Wadi Hadhramaut and the intervening tableland or "Jol", extremes of both heat and cold are encountered. The heat, in contrast to that of the coast, is dry, but more intense. The rainfall is small.

There is little rainfall in the littoral and maritime hills; here cultiva-
241 tion is chiefly dependent on irrigation from water channels and courses. In the highlands well irrigation is common and there is heavier rainfall, which is led down ravines and defiles into terraced fields.

GENERAL DESCRIPTION

133 The Western Aden Protectorate is divided into: the littoral belt which varies between four and 40 miles in depth; the maritime ranges about 1,000–2,000 feet above sea-level; the intramontane plains over 3,000 feet high; and the highland plateau which ranges from 5,000 to

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden
Hadhramaut MM2

PRISONS

There is no recognised Prisons Service in the Western Aden Protectorate. Chiefs of States have their own state prisons, which are supervised by the political staff. 697

Chapter 10: Communications

In the Western Aden Protectorate increasing use is being made of motor vehicles throughout the Protectorate, and, although no first-class roads exist, regular traffic is maintained on the following routes: 494

			Miles
Sheikh Othman	to	Lahej	16
„ „	„	Tor al Bahar	64
„ „	„	Musaimir	61
„ „	„	Dhala	88
Aden	„	Zinjibar	40
„	„	Ja'ar	50
„	„	Al Husn	56
Zinjibar	„	Dirjaj	17
„	„	Sheikh Abdullah	6
„	„	Shuqra	30
Shuqra	„	Am Surra	30
„	„	Lodar	50
„	„	Mudia	68
„	„	Am Quleita	78
„	„	Ahwar	76
„	„	Irqa (E. Aden Prot.)	48

A regular air service by B.O.A.C. was maintained during the summer months between Aden and Mukeiras, mainly for transporting vegetables for the Aden Market. Other existing landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala and Beihan. 509

In the Eastern Aden Protectorate B.O.A.C. resumed its services in the spring, but suspended them again in November. Ethiopian Air Lines ceased operating in the spring when their licence expired. There was still no regular steamer service, although the number of weird craft passing as steamers which called at Mukalla increased considerably.

Chapter 11: Geography and Climate

SITUATION AND AREA

The Aden Protectorate which can be more conveniently described administratively and geographically by dividing it into two areas, the Western and Eastern, has a total superficial area of about 112,000 square miles. It is bounded on the east by the western boundary of the Sul- 131 [631]

7; Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden
Hadhramaut MM2

491 cases new roads cut through difficult country. Nearly all roads are extremely rough, and surfaces are rarely repaired.

The following routes are open for motor traffic :

				Miles
Sheikh Othman	to	Lahej	.. ..	16
„ „	„	Tor al Bahar	.. ..	64
„ „	„	Museimir	.. .. ..	61
„ „	„	Dhala	.. .. ..	88
Aden ..	„	Zinjibar	.. .. ..	40
Zinjibar	„	Ja'ar	.. .. ..	16
„	„	Al Husn	.. .. ..	16
„	„	Dirjaj	.. .. ..	17
„	„	Sheikh Abdulla	.. ..	6
„	„	Shuqra	.. .. ..	30
Shuqra	„	Am Surra	.. ..	30
„	„	Lodar	.. .. ..	50
„	„	Mudia	.. .. ..	68
„	„	Am Quleita	.. ..	78
„	„	Ahwar	.. .. ..	76
„	„	Irqa (E. Aden Protectorate)		48

•509 A regular air service by Aden Airways was maintained during the summer months between Aden and Mukeiras, and was used for transporting vegetables for the Aden market. Other existing landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala and Beihan.

492 Where no motors can yet penetrate the traffic of the country is carried on camel caravans, which still travel to Aden in large numbers, or in the more mountainous districts small donkeys are employed for both passengers and goods.

Eastern Aden Protectorate

653 491 499 The famine of 1948–49 showed the necessity for all-weather roads for motor transport from the coast to the interior. In a grain shortage camel transport is of little use, the camels becoming too weak from lack of fodder to be really dependable.

In 1949 a request for a Colonial Development and Welfare grant of £15,360 for the construction of all-weather roads to the Hadhramaut (Scheme D.1035) was approved and early in 1950 work began on the construction of drains, Irish bridges, culverts, and weeping bridges, on the Al Kaf road to the interior. In addition, the dangerous Maadi Pass on this road was reconstructed, and a large river-bed on the road between Mukalla and Riyan was successfully bridged saving some miles of detour. Attention was also given to the task of reconstructing the west road to Du'an and the Hadramaut to make it passable all the year round.

Later in 1950 approval was given by the Secretary of State for an additional £15,000 for the further improvement of internal com-

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden
Hadhramaut mm2

munication in the Eastern Aden Protectorate—Scheme D.1373. Of this project the road between Bir Ali and Balhaf has been completed, work is now proceeding on the Meifa-Bir Ali stretch, and a start was made in December, 1950, with the new Jahi-Rubat (Du'an) road.

Further, a road was constructed in the north linking Shibam and Henin with the tribal centre of Reidat-as-Sei'ar on the edge of the Ruba' al Khali and resurfacing of the Wadi Hadhramaut road between Tarim and Qassam, Shibam and Qatn and Ajlaniya and Qa'udha was carried out to facilitate transport in the main agricultural areas.

Considerable help was given by the former Director of Public Works, Aden and the Executive Engineer, Aden, who visited the Eastern Aden Protectorate and submitted valuable reports, with recommendations as to the repair and maintenance of roads, which are being implemented to the extent that local finances and labour resources permit.

Air Communications have also improved in the past two years. A weekly service by Aden Airways Ltd. was maintained between Aden and Riyan (17 miles from Mukalla) and late in 1950 was extended to Al Qatn. The interior of the Hadhramaut is now within reach of Aden and the protracted delays travellers formerly faced are a thing of the past.

Special planes were flown direct from Riyan and Qatn to Hedjaz for the 1950 pilgrimage.

Sea Communications were maintained by occasional visits of coastal steamers based on Aden, and more frequent trips by motor dhows and small powered craft.

Chapter 11: Geography and Climate

SITUATION AND AREA

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8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden
Hadhramaut MM2

653 Their chief function is the construction and maintenance of state buildings and roads throughout the territories. In the main towns in the Qu'aiti State the department is responsible for the upkeep of the conduits bringing in water from springs outside. All air landing grounds, except Riyan, are maintained by the Public Works Department of the two States.

Chapter 10 : Communications

WESTERN PROTECTORATE

494 Increasing use is being made of motor vehicles. These are for the
491 most part driven along sandy beaches, dry river beds or across open desert, but in some places tracks have been improved and in a few cases new roads cut through difficult country. Nearly all roads are extremely rough and surfaces are rarely repaired.

The following routes are open for motor traffic :

	Miles
Sheikh Othman to Lahej	16
" " " Tor al Bahar	64
" " " Museimir	61
" " " Dhala	88
Aden to Zinjibar	40
Zinjibar to Ja'ar	6
" " Al Husn	16
" " Dirjaj	17
" " Sheikh Abdulla	6
" " Shuqra	30
Shuqra to Am Surra	30
" " Lodar	50
" " Mudia	68
" " Am Quleita	78
" " Mahfid	145
" " Habban (Eastern Protectorate)	195
" " Said	196
" " Nisab	253
" " Beihan al Qasab	373
" " Ahwar	76
" " Irqa (Eastern Protectorate)	124

509 A regular air service by Aden Airways is maintained between Aden and Mukeiras. Other landing grounds, which are used only by the
712 Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala, Beihan, Qoban (Upper Aulaqi Sheikhdom) and Sah (Upper Aulaqi Sultanate).

492 Where no motors can yet penetrate, the traffic of the country is carried on camel caravans which still travel to Aden in large numbers ; in the more mountainous districts small donkeys are employed for both passengers and goods.

205 There are no post offices in the Western Protectorate.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden

Hadhramaut MM2

COMMUNICATIONS

EASTERN PROTECTORATE

491
494
509
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The following roads exist :

		Miles	
Mukalla to	Sai'un (East Road) . .	180	
" "	Sai'un (West Road) . .	200	
" "	Western Protectorate boundary	140	(partly on the beach)
" "	Museina'a (near Mahra border)	80	
Various branch roads		200	
		800	miles

No licensing system has yet been introduced into the Eastern Protectorate States. The number of vehicles on the roads, including Residency and State owned, is approximately 170.

The main airport is at Riyan which is an R.A.F. station. Landing grounds exist at Qatn, Ghuraf, Gheil bin Yumein, Al Abr, and Asakir.

Aden Airways run a twice weekly service from Aden to Riyan with extensions to Qatn and Ghuraf in alternate weeks. The Ghuraf strip is also frequently used for private charter flights,

There are two post offices in the Eastern Protectorate, at one of which money order business is transacted. There are also 21 postal agencies.

Cable and Wireless Ltd. operate a telegraph service at Mukalla and Sai'un.

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services.

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-